

COUNTRY	East Germany	REPORT NO.	
TOPIC	Soviet Tank Repair Shop at Tuensdorf		
	25X1		
EVALUATION	except as noted	PLACE OBTAINED	
DATE OF CONTENT	1 July to 5 September 1952		25X1
DATE OBTAINED		DATE PREPARED	26 November 1952
REFERENCES	25X1		
PAGES	3	ENCLOSURES (NO. & TYPE)	
REMARKS			

DO NOT CIRCULATE

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1. The quota of tanks to be repaired in July 1952 was allegedly fixed at 30. A foreman stated that only 80 percent of the June quota of 30 tanks had been filled and that the remaining 20 percent would have to be made in July, too.
2. Between 7 a.m. and 6 p.m. during the period from 1 to 22 July, no incoming or outgoing shipments were observed. Apparently no shipments entered or left at night as no imprints of tank tracks were seen the following mornings. On 23 and 29 July, five T-34 needing repair arrived by rail. It appeared that incoming shipments of tanks had been stopped during the time of observation in order to complete the tanks under repair. As the parking lot for tanks still needing repairs near Workshop 68 was occupied beyond capacity, the new Workshop 50 was used as a garage.¹
3. From 5 to 7 carloads with material and spare parts including bogie wheels, boxes and containers, gasoline cans, raw materials and sidecars arrived at the shop daily.
4. Vehicles noticed in the workshop area on 24 July included 74 T-34 tanks, 25 of which were worked on in July; an estimated 30 to 35 completely overhauled T-34 tanks; and about 80 motorcycles already under repair or still to be repaired. From 1 to 5 motorcycles with sidecars left the repair shop daily. Work in all shops was done with efficiency. Three shifts of 120 men each were worked in three shops where component parts were manufactured and turning work was done. In the other shops, work was performed from 7 a.m. to 6 p.m.
5. On 26 July 1952, workshops Nos 43 through 51 which hitherto belonged to the western part of the former Panzertruppschule were included in the tank repair shop by moving the fence. The shops were vacant and needed to be repaired.²
6. Tanks at the repair shop on 29 July included 75 to 77 T-34s to be repaired; 26 were under repair including 7 in shop No 56; 19 in shop No 55A; 46 to 48 tanks were in front of shop No 68 and in an attached shed, and were still to be repaired; and 3 tanks still to be repaired were in the new shop No 50; 20 T-34s overhauled and parked in shops Nos 60, 61 and 68; 10 overhauled motorcycles and 15 to 20 motorcycles to be repaired were in shop No 56; and 30 to 50 motorcycles were in shop No 55 for repairs.
7. The tanks processed in shop 55A The turret lying nearby and the

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chassis [redacted] The chassis, which were lined up, had

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[redacted] Of these, seven tanks were in shop No 56 so that a total of 23 T-34s are believed to have been completed at the time of observation. Three of these tanks were issued to the Volkspolizei and the remaining 20 tanks were in shops Nos 60, 61 and 68.³

8. About eight tanks in need of repair arrived between 1 and 31 August 1952.
9. At the end of July and in mid-August 1952, several tanks that had been overhauled were delivered to the Volkspolizei, and probably left by road. No imprints of tank tracks indicated further outgoing shipments.⁴
10. On 23 August 1952, the 56th tank was worked on in shop No 55A.
11. In mid-August, only 2 to 4 carloads with material and spare parts arrived at the shop daily.
12. At the end of August, the German workforce increased from 450 to about 780 persons. It was said that the German workforce would be increased to 1,500.⁵
13. After 1 September 1952, all bills and documents bore as address the inscription Repair Shop No 1, Luensdorf. Source assumed that another repair shop is located in the vicinity of Luensdorf.
14. On 5 September, 95 to 102 T-34 tanks were in the shop. Of these, 24 needing repairs were in shop No 68 and adjoining shed; 15 tanks needing repairs were in shop No 49; 12 tanks were on the conveyor belt in shop No 55A, [redacted] the 65th tank was worked on on 5 September; 7 tanks in shop No 56 which, almost completely overhauled, were spray-painted with a greenish yellow paint which was not the final coat of paint; 12 completed tanks in shop No 48; 10 to 12 completed tanks in shop No 68; and 12 to 15 tanks completed in shops Nos 60 and 61. A total of 46 tanks has so far been overhauled. An estimated 10 tanks were delivered to the Volkspolizei and about 36 were still at the workshop.
15. Every finished tank was provided with an engineer set, i.e. 1 spade, 1 axle, 1 saw and 1 hatchet.
16. On 5 September, an estimated 75 sidecar motorcycles were at the shop namely, 30 sidecar motorcycles overhauled and ready to be picked up in shop No 49; 15 under repair in shop No 56; and 30 still needing repair in shop No 55.
17. In shop No 45 there were about 15 trucks and 6 sedans and in shop No 46 1 prime mover, about 5 trucks and 1 vehicle mounting a hoisting gear.
18. Since August, Soviet alerted groups performed night duty. In shop No 55, 30 soldiers armed with submachine guns and machine guns were on duty every night.
19. A worker told source who allegedly worked in a shop which was off limits that after he and his fellow-workers entered the shop in the morning, the door was locked up behind them and they were left alone with the tanks. It was said that, in the shop concerned, night shifts were performed and that surface processing of tanks was done there.

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21. At the end of August 1952, source learned that a so-called central shop of undetermined purpose was being established about 10 km north-north-east of Luensdorf.

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1. ☐ Comment.

With a monthly output of 30 tanks, the shop would have the same capacity as the tank repair shop in Airchmoeser, ☐

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2. ☐ Comment. Information on an enlargement of the tank repair shop was also reported by another source and is believed credible.

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☐ Comment.

4. Deliveries to the Volkspolizei are considered possible.

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5. ☐ Comment. It was previously reported that the size of the German workforce was to be increased.

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6. ☐ Comment. The motor vehicles at the tank repair shop belong to a series of the GDRG and, thus, positively prove that the installation is directly assigned to the GDRG.

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